



Hongkong Daily Press.

ESTABLISHED 1857.

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NOTICES OF FIRMS

NOTICE.

MR. R. AEBESSER has CHANGED from
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Hongkong, 15th October, 1901.

MR. LEOPOLD LAMBOTTE has
CHANGED to SIGN our FIRM PER PROCU-
RATION since the 20th March, 1901.
LUTGENS, EINSTAMANN & CO.
Hongkong, 20th November, 1901.

NOTICE.

THE UNDERSIGNED have been ap-
pointed SOLE AGENT of Messrs.
O'NEILL, WARNEFORD & CO., in this
Colony, South China and Manila.
T. EDWARDS.
Dated the 18th day of November, 1901. [2944]

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CIGARETTES from the "GERMINAL"
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Hongkong, 2nd August, 1901. [1931]

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SIEMSEN & CO.
Hongkong, 3rd October, 1900. [71]

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Cuisine of the best.
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CHARGES MODERATE. [50]

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HONGKONG, 2nd July, 1900. MANAGER. [53]

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A
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Very MODERATE TERMS to FAMI-
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Special Attention paid to the Comfort of
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Cuisine excellent; under Experienced Man-
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Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [52]

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THIS First-class and well-famed establish-
ment is pleasantly situated in the centre of
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Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [2493]

I. TIMATION



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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23rd November, 1901.

THE Chinese have in all times won the reputation of sagacious diplomatists; yet when we come to examine into it, their diplomacy always takes one single form, that of astuteness rather than originality. Such has ever been the resource of weakness when brought in contact with direct force; and in this diplomacy, which is always the refuge of decaying states, the late LI HUNG-CHANG was a past master. As in the case of the present Sultan of Turkey, ABDUL HAMID II, the favourite scheme of such is to induce rivalry amongst their enemies, or supposed enemies, and by setting one against the others, to carry on an uncertain existence in the eddies of a crooked policy. Such a policy has the inevitable result of procuring the contempt of all and the friendship of none, so that when the time comes that one can produce some clearer claim than usual, or that one or other of the Powers interested is for the moment otherwise occupied, the unfortunate State is by common consent left to drop quietly out of existence; no one being found, in the pathetic words of the old historian, to say "God bless it!"

ABDUL HAMID has just found out to his cost that such is the inevitable result of recourse to this the weakest of palliatives. On the one side in Europe his evasive conduct has left a door open to the French to press for some settlement of claims open for a considerable time. Whether those claims were well or ill founded is beside the question; no one in fact took the trouble to enquire. The Sultan had recourse previously with each of the Powers to his old policy of getting one of the others to act for him the cat's paw, and drag his chestnuts out of the fire—only to find himself placed in a like position in turn. The game was in fact "not good enough," so ABDUL was in the most polite manner told that he had better settle the affair this time by himself as best he could. While thus

shivering in his shoes with regard to a monetary claim in Europe, where he has had to submit humbly on the first real sign of the plaintiff entering an execution, like many a similar man driven to his wits' end, the Sultan has been trying to do a little bit of aggression on his own account in the Persian Gulf. Here also it is hardly necessary to enter into details. It was clearly against the interests of England that a trouble that might grow into a serious quarrel should be permitted to spring up; the usual game was tried, and attempts made to engage the jealousies of the other Powers, it was no one's desire to add to questions already complicated enough another in which none were personally concerned, so ABDUL HAMID has been permitted to settle his little imbroglio as best he could. Now China, under the advice of the late LI, was engaging in just such another game as has been played so disastrously for himself by the Sultan. LI indeed succeeded in setting all the Powers by the ears, and had the supreme felicity so far of seeing the whole of Europe engaged in the very profitless task of blackguarding one another, much like the participants in an Irish row. But as usually happens in such cases, there came the time when those engaged in the row became aware that they were fighting for no interests of their own, but merely to afford amusement to their amiable onlooker. The moment such an idea enters the mind of a crowd it is apt to be a hard case for the offending party; the crowd can readily enough combine to remove him, before settling their own little

quarrels. This is what is actually happening in China, now that the Powers have begun to look back and see how one and all have been befooled. The present position in China is, in fact, more dangerous for her than any that has existed since the beginning of her efforts to get rid of the grain of sand that was troubling her oyster-like existence. The game played by LI is undoubtedly a most fascinating one; and at the beginning offers so many opportunities of making successful coups that few who have once commenced it will have the courage to abandon it in time. Like the hundred vice of gambling, mathematical calculations as well as the universal experience of history plainly prove that, carried to its legitimate conclusion, it must of necessity result in loss. LI, however, was no mathematician, and was perfectly ignorant of the teachings of history, and in his attempt to teach the game on to the end his next move was bound to be fatal. It was fortunate for China that his death occurred before he had had the opportunity to make his last, and for his country, fatal stroke. Having, however, been removed the question arises as to who is to be his successor. It is doubtful if a man of diplomatic skill would not here be a disadvantage to China; the game that wrecked LI, who was, whatever we may think of his general lack of ability, a man of remarkable astuteness, is not likely to be carried out by a man of inferior subtlety, and fortunately for China she possesses no man of equal astuteness. Here in fact is an opportunity for a plain man. The only hope China possesses of recovering her lost position is to take up honesty. If she can contrive, even at the last hour, to be honest and straightforward, the way is open for her to make many friends, who will be only too happy to welcome the repentant prodigal. Now it seems strange that, although as actual rulers China has been able to evolve men like TAO MU in the Two Kwangs, LIU KUO YI in Nanking, and CHANG CHITUNG and YUAN SHIKAI in Hupeh and Shantung respectively, she has no one to fall into the place of LI in conducting her foreign relations, and can only suggest Prince CHING and WANG WENSHAO. Probably, we at least are disposed to think, the situation is fortunate rather than otherwise. LI and LI's policy were in fact played out. Once the light of reason was let in, its utter weakness was only too self-evident. Prince CHING, though probably not an able man, has shown himself possessed of many more important characteristics, and WANG WENSHAO, old conservative as he ever was, has still shown himself a man of patriotism and regard for his word. On the whole it is best for China to give up the game of diplomacy after the narrow escape she has had from entire extinction.

The French mail of the 21st ult. was delivered in London on the 21st inst.

By a printer's error yesterday we were made to say that the sum taken at the sale of work by the C.M.S. Baxter Mission was \$13. The sum taken was \$1,300.

The British transport *Haiching* left yesterday morning for the North with the 2nd Rajputs on board. This will enable the Hongkong Regiment to return to Kowloon.

The first Hongkong Diocesan Choral Festival has been fixed to take place in St. John's Cathedral on Tuesday, 10th December, at 5 p.m. The instrumental portions of the service will consist of selections from Rossini's *Stabat Mater* by the Band of the Welsh Fusiliers, and the choir will render Gail's *Holy City*.

The Hongkong Rifle Association held a Spoon Competition this afternoon at 2.45.

H.M. gunboat *Floer* and the Italian cruiser *Elba* arrived yesterday from Shanghai; and the British transport *Haiching* departed for that port.

The sum of \$142.32 has been handed over to the Rev. J. France, Chaplain of the Missions to Seamen, being the proceeds, after paying expenses, of the concert given in the Hon. C. P. Chuter's Bungalow, Kowloon, by the St. John's Cathedral Choir on behalf of the local work of this mission.

We call attention to the sale of Japanese works of art by public auction advertised for this forenoon by Messrs. Hughes and Hough at No. 20, Des Vœux Road. There are some remarkably fine specimens and this is an opportunity that but rarely offers for connoisseurs to add to their collection.

The sunken Norwegian steamer *Skrustad* has now settled down fore and aft, leaving only the masts and the top of the funnel visible above water. Two red lights horizontal indicate the position of the wreck. The *Perla* left yesterday morning for Manila after having the damages to her bows repaired. As already stated, the *Tai Cheong's* damages require that she be docked.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:

Lancers: "The Gaiety"..... Godfrey Vaine.
"The Officers"..... Cooft
Selection: "The Bohemian Girl"..... Felix
Gavotte: "La Reine"..... Melville
Dances: "Dodo"..... Buck
Selection: "Reminiscences of Toots"..... Pougher
"God Save the King."

The Brothers at St. Joseph's College in Robinson Road are making an appeal (for the first time, as they point out) for funds in connection with an extension of the main building of the College and an enlargement of the Chinese Department, the estimated cost being over \$15,000. Brother Joseph, the Director of St. Xavier's at Penang, for the establishment of which he worked so hard, is now in Hongkong mainly for reasons of health, but also in connection with the extension of St. Joseph's College here.

The Marquardt concert which takes place on Wednesday next promises to be quite a musical event. The public is already looking largely. Herr Marquardt has secured the assistance of Mrs. Anderson (soprano), a new arrival in Hongkong, who has been trained in Paris, chiefly under Madame Marchesi, and has sung in London and New York with remarkable success. Madame Marquardt will play as one of her numbers her own Fantasia on "The Last Rose of Summer," besides masterpieces of Pariah-Alvares and Zabel. Mrs. Mudie will also appear in Gounod's "Ave Maria" with harp and violin obligato, which is specially adapted for this arrangement. It goes without saying that the programme will be of a varied character and that every taste will be gratified.

The Duo d'Orleans intends to pay a visit to England shortly. It will be remembered that the late Queen Victoria a very brief time before her death wrote a letter to the Duo, assuring him that the misunderstanding between him and the British Royal Family was at an end. The *Times* says:—"It may therefore be hoped that the Duke of Orleans and his family will be received in England with the consideration which has always been extended to members of his House." The logic of this is not obvious. This most foolish of pretenders by his conduct proved himself totally lacking in the instincts of a gentleman, and though the Queen whom he insulted might forgive him her late subjects cannot be expected to do the same. It is hard to see how the Duo can be a welcome visitor either at Court or in England generally.

The N.C. Daily News says:—"A Canton despatch to native officials at Shanghai states that Viceroy Tao Mu of that city has received a French decoration from the French Consul, with a request to transmit it to the prefect of Lichon, Kwangtung province, Li Chih-hsiang, who was instrumental in saving the lives of the refugee B.C. priests last year, who had fled from Yungchea Boxers in Hunan and had come for refuge in disguise to Lichon. Here, however, the mob was just as hostile, and the priests would have been murdered had it not been for the said prefect, who came to their rescue, took them to live in his yamen and subsequently sent them under an escort to the seaport in safety. This humane and kind treatment by the prefect Li Chih-hsiang was reported to the French authorities at home, with the result that a decoration has been sent to that official as recognition of his services."

About 1.30 p.m. on the 13th inst., Singapore was startled by a terrific explosion in Finlayson Green, accompanied by a blinding flash of flame, and a terrific crash of thunder. A large crowd gathered at once, and it was ascertained that an electrical discharge had occurred in the air close by the P. and O. office. The telephone wire had been torn from the wall and the wire was burnt. Further investigation showed that the cut-in rain-gutter on the third floor had been struck and splintered and that the current had passed down the pipe to the telephone wire, and then apparently into the earth. Where the wire touched the wall the plaster was torn away. The telephones in the P. and O. Office and other offices were affected. Other wires were damaged. Considerable alarm and excitement prevailed, and it was said some had been killed. The only personal effect of the discharge, however, seems to have been that two King boys standing close by dropped down with fright, while a bullock got its leg into the train.

The third-class Italian cruiser *Lombardia*, of 2,380 tons displacement, is on her way up from the South to China to join the Italian squadron on this station. The *Lombardia* is a 17-knot vessel, and carries 10 guns.

A telegram to the *Ostasiatische Lloyd* from Berlin says:—"The greatest indignation prevails in Germany in regard to a speech made by Mr. Chamberlain, wherein he compared the campaign in South Africa with those of other countries, especially with that of Germany in 1870-71. The German Press exhorts England not to allow certain persons to use language which must carry Germany into the channels of an anti-British policy."

The Katsura Cabinet, if rumours from Japan are correct, is likely to prove even shorter duration than the Ito Cabinet, the Premier having taken to heart the failure in the negotiations for the sale of bonds in America, and being, in consequence, resolved to resign. He proposes, it is said, to instal Marquis Yamagata in the premiership, while he himself will succeed Marquis Oyama in the directorship of the General Army Staff Department.

Sir Edmund Barrow, who was Chief of the Staff to Sir Alfred Gaselee in China and has been home on leave for the last few weeks, left England in the third week of October for India to take up his appointment as secretary to the Government in the Military Works Department, for which position he was nominated some time ago when Maj.-General Mainland's term expired. Sir Edmund will have the rank of major-general while holding the appointment.

The Naval & Military Rewards:—Surprise is expressed at the War Office giving German firms large orders for field-guns whilst business is slack at the great private armament establishments in this country. It is just possible that the orders recently sent abroad are only part of a contract entered into with German firms when English firms were unhandicapped with work at the outbreak of the war, and if so our contractors are to be doubly sympathised with. It is not agreeable to have British armament made abroad, and the sooner the War Office give the work to home firms the country at large will be the better pleased.

According to a New York telegram the great American tobacco trust, the Consolidated Tobacco Co., has against it the Imperial Manufacturing Company of Great Britain and Ireland, with a capital of \$75,000,000, attacking its European trade, and the Imperial Tobacco Company, with a capital of \$10,000,000, and its allied companies attacking its domestic and colonial trade. The alliance between the Imperial and Universal companies with the corporation included, would constitute very formidable opposition to the Consolidated Tobacco Company, which has apparently heretofore enjoyed a complete monopoly.

The *Berliner Neueste Nachrichten*, commenting on Count von Blom's policy, says:—"In China the army and the navy earned respect; but, apart from their achievements, the Yangtze convention has every claim to be contemplated with great satisfaction by the nation. The day will come when the Yangtze convention will be regarded as more than an eminent diplomatic success. Its historical significance is the more remarkable in that it secures for Germany's commerce and industry, and consequently for her political influence in those regions, a place in the sun on a footing of equality with England. The German garrison at Shanghai is a permanent symbol of this achievement, and although at present there are only a few people who realise how greatly that convention has multiplied and strengthened the interests which connect Germany with East Asia, this fact will one day be recognised by the whole nation."

A home paper wrote last month:—"The few important matches that have already been played make it quite clear that Rugby football is slowly ceasing to be a popular game in England. The Association game, which was developed out of the rude game played by Tom Brown, has steadily brought football nearer to its sterner verbal meaning. The new Rugby game, as played by the banned professionals of the North, is much looser, and gives much more scope for 'foot work,' than the regular 'Kugger'; but the fact that the game has been out in two has taken away a good deal of the zest. More than one school has decided lately to play the Association game, at least one term in the year, and this dispersion of interest has now made a very palpable difference in the quality of the play. In Scotland, Wales, and Ireland this is not so; and it is therefore becoming a serious question to English players of the game if they will ever again prove adequate competitors for the International Cup."

As a sample of the language used by the Southern Press in the United States over the entertainment by President Roosevelt of Mr. Booker T. Washington, the following comment from the *Memphis Scimitar* may be taken:—"The most damnable outrage which has ever been perpetrated by any citizen of the United States was committed by the President when he invited a nigger to dine with him at White House. It would not be worth more than a passing notice if Theodore Roosevelt had sat down to dinner in his own home with a Pullman palace-car porter, but Roosevelt the individual and Roosevelt the President are not to be viewed in the same light." The *Memphis Commercial Appeal* says:—"President Roosevelt has committed a blunder worse than a crime. No statement or future act can remove this self-imprinted stigma." Mr. Washington, it may be noted has done more to better the conditions of his race than any other living man. He is the head of the splendid educational institution for negroes at Tuskegee, Alabama, founded by himself.

The Saigon Opinion vigorously criticises the Messageries Maritimes Company, and says that correspondence is impossible owing to the long delays of its mail steamers.

It was announced in London last month that the publication of the *Anglo-Saxon Review*, edited by Mrs. George Cornwallis-West (Lady Randolph Churchill), would cease with the current issue. The guinea quarterly was evidently too much of a luxury.

In an article on "The New British Battleships in comparison with the German," the *Cologne Gazette* notes that the British Admiralty has built ships with a displacement of 15,000 tons, and is about to construct a new type with 18,000 tons displacement. The Rhenish organ discusses the question whether Germany should imitate this type of monster ironclad, which is undoubtedly more formidable than its predecessors by reason of its heavier armament. The answer is found in the necessity under which Germany labours of having to build ships with dimensions and draught to permit them to enter the harbours of Wilhelmshaven and Kiel, and above all to pass through the locks of the Baltic Canal. Germany, therefore, cannot go beyond 13,000 tons displacement. She is compelled to try to make up for inferiority in one respect by excellence in another—in fact, by superior efficiency. Consolation is sought in the belief that the limits in point of displacement which necessity imposes are really a blessing in disguise. Germany is thus "compelled to build ships of one type and of one strength. For many reasons there are grounds for assuming that a squadron composed of such ships would be superior in battle to a fleet consisting of vessels of different types, even if such a fleet contained some ironclad monsters of far greater strength than any of ours. Another consideration is that these enormous vessels could not be formidable opponents everywhere, assuming that our soundings for the North Sea and the Baltic are correct. The ability of such vast ships to manoeuvre would be limited in those waters."

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Router's correspondent at Maho, Seychelles, writes under date 16th September as follows:—"It is now more than a year since Premph, late King of Ashanti, arrived in Seychelles, and readers of Major-General Baden-Powell's book on the downfall of that potentate would find it hard to recognise the truculent personage there depicted in the sleek and oily negro, clad in immaculate European clothes, sitting in a front pew of the English Church in Victoria. The Ashanti political prisoners are quartered in a comfortable house called "Le Rocher," about two miles north of Victoria, the capital of Maho. The main house is occupied by Premph, the Queen-Mother, and the former's wives and children, who are somewhat numerous. Asibi, King of Koko-Fu, is quartered in a hut close by, and the remaining chiefs have comfortable huts dotted about the grounds. The Ashantis have since their arrival given little or no trouble to the civil authorities. One or two of them have, at their own request, been allowed to engage themselves as servants, but for the most part they prefer to do absolutely nothing, and are content to live on their allowance, which is ample for all their requirements. Lately, however, it appears that Premph, the Queen-Mother, and Asibi have thought it desirable that their allowances should be supplemented by fixing the other chiefs. They accordingly held a small Court, at Le Rocher, and proceeded to fine the chiefs, for more or less imaginary offences, bottles of rum in lieu of a money payment. They would then adjourn the Court and proceed to get intoxicated on the proceeds of the fine. The sittings of this Court were not destined to last very long, as Premph was informed by order of the Administrator that a repetition of the occurrence would lead to his allowance being stopped and to his being removed to another island without his servants and followers. The warning had a salutary effect, and "Le Rocher" is once more in peace."

A special to the *Chicago Times-Herald* from Washington last month says:—"Two hundred million dollars is to be the cost of the Nicaragua canal, according to estimates carried in the report which the Isthmian Canal Commission, of which Rear-Admiral Walker is president, will soon place in the hands of President Roosevelt. While the Commission believes that to practice the actual cost of the work can be made to approximate these official estimates, the members of the Commission are not willing to stake their reputation as engineers upon the assertion. They will point out that the estimates have been made with great care, after thorough surveys and borings, and with liberal estimates for contingencies; but they also call attention to the fact that no work of this magnitude has ever been completed in tropical countries, and that, therefore, no basis exists for accurate comparisons. Some surprise will be felt throughout the world when it becomes known that the Commission places its estimate of the cost as high as \$200,000,000. Every new estimate for the Nicaragua canal carries larger figures than its immediate predecessor. Menocal, engineer of the old Maritime Canal Company, thought the Nicaragua route could be finished for \$80,000,000 or \$70,000,000. In its preliminary report of two years ago the present Commission made an estimate of \$118,000,000, though Colonel Hains of the Army added on his own account a statement of probable cost at \$135,000,000. Now the Commission raises the figure to about \$200,000,000. But there is ample explanation of this great increase. The Commission now reports in favour of the canal having a depth throughout of thirty-five feet, instead of thirty feet, as in its project of two years ago. The Commission is prepared to report that the Panama canal can be completed at a cost of about \$140,000,000. It is not willing to concede the correctness of the claims made by the French company that this canal can be finished for \$100,000,000."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GREAT STEAMER FIRE AT CANTON.

CANTON, 22nd November, 3.55 p.m.

S.S. "FUSHUN" COMPLETELY GUTTED—SUSPECTED LOSS OF LIFE.

A fire broke out on the China Merchants' Steam Navigation Co.'s steamer *Fushun* (Capt. W. H. Lunt) at 1.30 a.m. to-day. The vessel was completely gutted. The officers are safe, but one fireman and several passengers (Chinese) are supposed to have lost their lives. The cargo was lost. The *Fushun* is still burning.

[A representative of this paper had an interview with one of the officers of the steamer *Hankow* on her arrival from Canton yesterday afternoon, that gleaned nothing in addition to the information contained in the telegram from our correspondent, beyond that all on board were believed to have got ashore in safety. The fire, it is said, originated in a cabin near the captain's room, and was caused by the upsetting of an opium lamp. As the *Fushun* was electrically lighted throughout, rendering unnecessary the use of exposed lights for the purpose of the ship, this explanation of the fire may reasonably be regarded as a tolerably correct one. That it was caused through the carelessness of one of the Chinese passengers is looked upon as morally certain. The steamer was lying at her buoy at the time, and as the fire did not start until half-past one, the captain and officers were asleep in their cabins. There were also on board about twenty Chinese passengers. The flames spread with such bewildering rapidity that when the ship's officers rushed from their cabins it was to find the fire utterly beyond their control. The passengers and crew were immediately summoned—such of them, at least, as had not gathered on deck on the first alarm—and, with the captain and officers, who recognised their utter helplessness to save the ship, got into a boat hastily lowered and pulled ashore. Everyone was believed to have left the burning vessel, which at two o'clock, half-an-hour after the outbreak, was in flames from end to end, the glare lighting up the harbour for a great distance in every direction. The boats in the docks were quickly destroyed, and the mast commenced to yield, eventually taking a bend that left it hanging over the ship. Boats from H.M.S. *Firebrand*, filled with ready blue-jackets, rowed over to the burning vessel, and were augmented by one or two sent out by the Customs authorities, who despatched a manual engine to the scene. Nothing could be done, however, to stay the progress of the fire, and by five o'clock the decks fell in, leaving the vessel a mere hollow shell, with sides glowing with a red-heat that made approach to within effective working distance an impossibility. The fire had simply to be allowed to burn itself out. The vessel was loading cargo, and there was also on board a part of her import cargo. All this has been lost, the rapid spread of the fire preventing any attempt to save anything.

The *Fushun* was commanded by Captain Lunt, one of the oldest skippers in the China Merchants' service. She was built in 1883 in the yard at Glasgow of Messrs. W. B. Thomson, and had a gross tonnage of 2,364 tons. Her measurements were:—Length, 280 feet; breadth, 40 feet; and width, 17 feet 9 inches. The engines were triple expansion.]

GENERAL NEWS.

LONDON, 22nd November, 9.30 a.m.

GERMAN FEELING TOWARD ENGLAND.

The semi-official *North German Gazette*, referring to Mr. Chamberlain's speech, says that justifiable expressions of resentment against the unparliamentary expressions of a single Minister should not extend to the British Government and people generally.

MONEY MARKET.

Consols are at 291 11/16. The rate of interest for weekly advances on the loan market varies between 3½ and 3¾ per cent. Japanese New Loans stand at 275 10s. Bank rate is unchanged.

REUTER'S SERVICE.

LONDON, 20th November.

SIR H. CAMPBELL-BANNERMAN AND THE WAR.

Sir Henry Campbell-Bannerman, speaking at Plymouth, said that he deplored the peril facing the country in South Africa, and of its being overcome so long as Mr. Chamberlain and Lord Milner retained their present offices.

LONDON, 20th November.

PARLIAMENT'S REOPENING.

The re-assembling of Parliament has been definitely fixed for the 16th January next.

SOUTH AFRICA.

Kitchener's Scouts have killed six Boers and captured fifty-four including two Field Cornets. THE COLOMBIAN INSURRECTION. The Colombian insurgents have captured Colon. One hundred American marjacks occupied the railway station.

NEW ADVERTISEMENTS

SHOW OF CHRYSANTHEMUMS.

MR. DORABEE NOWROOEE begs to intimate to his Friends and the general Public that his Fine Collection of CHRYSANTHEMUMS will be on SHOW in the Gardens at Kowloon Hotel, for ONE WEEK, commencing from MONDAY, the 25th instant.

Entrance by Elgin and Chater Roads. Hongkong, 23rd November, 1901. [2981]

HONGKONG RIFLE ASSOCIATION.

THERE will be a SPOON COMPETITION on above TO-DAY (SATURDAY), the 23rd November, 1901, commencing at 2.45 p.m. Ranges—300, 500 and 600 yards. Seven Shots and a Sixter at each Range. ALEX. MACKENZIE, Hon. Secretary. Hongkong, 23rd November, 1901. [2981]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

THE Norwegian s.s. "SKRAMSTAD" has now settled down fore and aft, and only her masts, funnel, &c., are visible above water.

The lights already notified as marking her position will continue to be displayed.

R. MURRAY RUMSEY, R. Com. R.N. Harbour Master, &c., Harbour Department, Hongkong, 22nd November, 1901. [2983]



THE EMPIRE COMEDY CO.

ENTHUSIASTIC RECEPTION!

EVERY ITEM ENCORED!

Pronounced by all to be the

BEST ORGANISATION

ever brought to Hongkong.

Our QUARTETTE Admired by All

Our COMEDIANS Genuinely Funny.

Our LADIES the Acme of Perfection.

EVERY ONE DELIGHTED.

A BRIGHT, SPARKLING

ENTERTAINMENT.

NEW, NOVEL, AND REFINED.

FULL ORCHESTRA OF THE BAND

from

M.M.S. "OCEAN."

PROGRAMME REPEATED TO-NIGHT.

BOOK EARLY TO AVOID

DISAPPOINTMENT.

PLAN AT THE ROBINSON PIANO

COMPANY, LIMITED.

PRICES AS USUAL.

CURTAIN RISES PROMPT AT 8.30.

Hongkong, 23rd November, 1901. [2969]

THE HONGKONG WEEKLY PRESS is

now ready and contains:

Germany, Great Britain, and Russia.

The Cleansing of Hongkong.

England's Policy.

Evolution at Vladivostok.

The Yunnan Railway.

The New Chinese Traffic.

The Late President McKinley.

Hongkong Sanitary Board.

The New Tung Wa Hospital.

Cricketer Week Festivities.

Triple Collision in the Harbour.

Disastrous Fire in Des Vaux Road.

Strange Death at the Hongkong Hotel.

Madame Freed's Concert.

Presentation to Mr. P. Maitland.

Additional Honours for Li Hung-chang.

Macao.

Canton.

Swatow.

Constabulary in the Philippines.

Northern Notes.

Correspondence.

The Dairy Farm Co., Ltd.

Vanchai Warehouse and Storage Co., Ltd.

Hongkong Steam Water-boat Co., Ltd.

Supreme Court.

Interport Cricket Week.

Interport Lawn-tennis.

Interport Billiards.

Interport Swimming Match.

Cricket.

Football.

Interport Rifle Match.

Victoria Regatta Programme.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance, postage, \$2.

Extra copies 50 cents each (cash).

Copies can be posted from the Office to addresses, including postage, 34 cents each, or \$1 for three copies (cash).

Hongkong, 22nd November, 1901.

NEW ADVERTISEMENTS

TO LET.

HOUSES at CAUSEWAY BAY facing the Polo Ground.

A HOUSE in RIFON TERRACE.

"THE RETREAT," MOUNT KELLET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 23rd November, 1901. [2966]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 23rd inst., at 3 p.m.

For Freight or Passage, apply to

DOUGLAS LAFFRAK & CO., General Managers.

Hongkong, 22nd November, 1901. [2977]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.), SEATTLE AND TACOMA (WASH).

Calling at SHANGHAI, NAGASAKI, KORE and YOKOHAMA.

THE Steamship

"PING SUEY."

4,150 Tons. Commanded by E. Warrall, will be despatched on the 25th instant, at Noon.

For Rates of Freight and Further Particulars, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 23rd November, 1901. [2980]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT."

OF THE NORDDEUTSCHER LLOYD.

Captain C. Polack, due here with the outward German Mail about the 25th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 23rd November, 1901. [2979]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARMANUA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched on above on THURSDAY, the 13th December, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1901. [2979]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship

"PING SUEY."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd December, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Cargo will be landed here unless instructions are given to the contrary before Noon, TO-MORROW, the 23rd inst.

DODWELL & CO., LTD., Agents.

Hongkong, 22nd November, 1901. [2982]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 29th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 3rd December.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd November, 1901. [2975]

FOR SALE.

THE Steam-launch "TUNG PAT" Built

under Foreign Superintendence. Thoroughly Overhauled by Messrs. W. S. Bailey & Co., Engineers, and Certified to be in First-class Order and Condition. The Launch is fitted in European Style, suitable for towing purposes and for harbour use.

Length 43 feet, Beam 11 feet 6 inches, Depth 6 feet 3 inches in centre.

For further particulars, apply to

LAUTS, WEGENER & CO.

Hongkong, 15th October, 1901. [2819]

ENTERTAINMENT

THE MUSICAL EVENT OF THE SEASON.

ONE GRAND CONCERT.

ST. GEORGE'S HALL.

WEDNESDAY, NOVEMBER 27TH, 1901.

Under the distinguished Patronage and Presence of His Excellency Sir H. A. BLAKE, G.C.M.G.

HERE JOHAN MARQUARDT,

VIOLINIST.

MADAME BREITSCHUCK-

MARQUARDT,

THE CELEBRATED HARPIST.

PRICES 3s and 2s.

Sets may be Booked at THE ROBINSON PIANO COMPANY, LTD.

Hongkong, 22nd November, 1901. [2971]

AUCTIONS

PUBLIC AUCTION.

CURIOS!! CURIOS!! CURIOS!!!

THE Undersigned have received instructions to sell by Public Auction

FOR ACCOUNT OF THE CONCERNED,

TO-DAY (SATURDAY),

the 23rd NOVEMBER INSTANT, at 11 A.M.,

in the Rooms on the Second Floor above their SALES ROOMS, No. 23, Des Vaux Road,

A CHOICE COLLECTION OF JAPANESE WORKS OF ART.

Comprising—

IVORY CARVINGS, OLD IVORY and WOOD NEZUKES, GOLD LAQUEERS,

OLD and NEW BRONZES, HANDSOME INLAID PANELS and SCREENS, SILVER and COPPER CLOISONNE WARES,

ANCIENT and MODERN SATSUMA, and INARI CERAMICS including—

A FAMOUS OLD DAIKYO'S BUREAU with CREST, a CARVED PANEL and an INLAID SCREEN of WONDERFUL WORKMANSHIP, &c., &c., &c.

Open for Inspection in the Rooms above-mentioned from 10 to 12 noon.

Catalogues will be issued on THURSDAY, the 21st instant.

The sale of this collection offers an opportunity to secure specimens of Japanese Art becoming rarer every day.

N.B.—There will be an adjournment for Tiffin after Lot 150, and the Auction will be resumed at 2.15 p.m., commencing with Lot 151.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th November, 1901. [2984]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

TO-DAY (SATURDAY),

the 23rd NOVEMBER, 1901, at 2.30 P.M., at the Residence of the late Mr. B. A. BRANNE, Estate, Bungalow, Praya, Kowloon, near the Observatory.

SUNDRY HOUSEHOLD FURNITURE, &c.

PLANTS IN POTS, GARDEN SEATS and TOOLS.

2 MOWING MACHINES; 1 JINRICKSHA, &c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 21st November, 1901. [2967]

NOTICE.

NOTICE IS HEREBY GIVEN that at the request of the Chinese Authorities the s.s. "HUNG FEI" with all her belongings as she now lies in Canton Harbour will be sold at PUBLIC AUCTION at 11 A.M., on FRIDAY, the 29th inst., at the CUSTOM HOUSE, Canton.

Her dimensions are:—

Length 95 ft.

Breadth 15 ft. 5 in.

Depth 7 ft.

Tonnage 55.83 tons.

The Steamer may be inspected any time on application, and will be at purchaser's risk from the fall of the hammer.

Terms:—Cash.

F. A. MORGAN, Commissioner of Customs.

Custom House, Canton, 18th November, 1901. [2953]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction in Two separate Lots, on

FRIDAY,

the 25th day of NOVEMBER, 1901, at 3 P.M., at their SALES ROOMS, No. 20, Des Vaux Road,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY,

Situate in Queen's Road Central, Victoria, Hongkong, viz:—

Lot 1. All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A OF INLAND LOT No. 161, together with the message erection and building thereon erected and known as No. 136, Queen's Road Central. Area 1,205 3/100 square feet. Term 999 years. Annual Crown Rent \$18.41.

Lot 2. All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION B OF INLAND LOT No. 161, together with the message erection and building thereon erected and known as No. 138, Queen's Road Central. Area 1,014 5/100 square feet. Term 999 years. Annual Crown Rent \$18.41.

For further particulars and conditions of sale, apply to

JOHNSON, STOKES & MASTER, 12, Queen's Road Central, Solicitors for the Vendor.

Hongkong, 22nd November, 1901. [2975]

THE AUCTIONEERS.

A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of OIL PAINTINGS and Photographic Enlargements.

At the TOP FLOOR, QUEEN'S ROAD CENTRAL, Opposite to Chas. J. Gaupp & Co.

Hongkong, 20th March, 1901.

TO LET

TO LET

A SPACIOUS GODOWN, well built of Brick and Stone, at WANGAR, MATHEWSON STREET.

Apply to—

CARLOWITZ & CO., Sales Office.

Hongkong, 10th September, 1901. [2302]

TO BE LET.

Immediate Possession.

NO. 8, ROBINSON ROAD.

No. 8, MOSQUE JUNCTION.

Apply to—

H. L. NORONHA, Executor of the Estate of the late D. NORONHA.

Hongkong, 14th October, 1901. [2665]

TO LET.

6 SEMI-EUROPEAN HOUSES, Nos. 20

to 25, Po Hing Fong.

Apply to—

CHAU CHEUK PAN, No. 8, Queen's Road West.

Hongkong, 16th October, 1901. [2642]

TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VEAUX ROAD CENTRAL, next to 2 Black's Furniture Store.

Ground Floor suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to—

J. S. LEE & CO., Care of WING CHEONG TAI, 240, Des Vaux Road West.

Hongkong, 8th November, 1901. [2822]

TO LET.

A NEWLY ERECTED HOUSE at the East of Race-course.

Apply to—

NG YUEN HING, No. 9, Queen's Street, West Point.

Hongkong, 30th September, 1901. [2561]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"DEUCALION"	On 28th November.
GLASGOW and LIVERPOOL	"PELEUS"	On 5th December.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 15th December.
FOR	HOMEWARDS.	DATE
LONDON	"MACHAON"	On 20th November.
LONDON	"ACHILLES"	On 10th December.
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LIVERPOOL DIRECT	"IXION"	On 15th December.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.

(Taking Cargo at London Rates)
(Taking Cargo at London Rates)
The S.S. "DEUCALION" left SINGAPORE on the 22nd inst., a.m., and is due in Hongkong on the 28th inst.
The S.S. "IXION" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN to-day.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.
[15]
Hongkong, 22nd November, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI & MANILA	"SUNGKIANG"	On 23rd November.
MANILA, LOILO & CEBU	"KAIFONG"	On 25th November.
MANILA, LOILO & CEBU	"TSINAN"	On 30th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE	"WHAMPOA"	On 3rd December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[16]
Hongkong, 18th November, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.
(In close connection with the Company's accelerated line to Trieste.)
The Company's Steamship

"CARINTHIA,"
Captain Marcechino, will be despatched as above on TUESDAY, the 26th inst., p.m.
The steamer has splendid accommodation for Passengers. Electric Light. A Doctor is carried.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 21st November, 1901. [6]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
The Company's Steamship

"KUMSANG,"
Captain Butler, will be despatched as above on TUESDAY, the 26th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 20th November, 1901. [2859]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOI).
The Company's Steamship

"MAIDZURU MARU,"
Captain T. Sato, will be despatched for the above ports on WEDNESDAY, the 27th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 14th November, 1901. [18]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

Proposed sailings from
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEAS OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "THYRA"..... On 20th December.

THE Steamship "THYRA" will be despatched for "SAN DIEGO" and "SAN FRANCISCO" via MOJI, KOBE, and YOKOHAMA on FRIDAY, the 29th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices for accompanying Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 11th November, 1901. [14]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"AUSTRIA,"
having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This vessel brings on Cargo—
From Venice, ex s.s. *Metzovich* and *Almisa* transhipped at Trieste.
From Trieste, ex s.s. *Cleopatra* transhipped at Bombay.

From Legant Ports, ex s.s. *Vespa*.
Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 25th November, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th November will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & CO.,** Agents.
Hongkong, 21st November, 1901. [6]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLUCHE,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 25th November, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th November will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th proximo, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th November will be subject to rent.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.,** Agents.
Hongkong, 16th November, 1901. [2940]

FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"
Captain Ammon, having arrived from the above ports. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 18th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th November will be subject to rent.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 18th November, 1901. [2935]

S. S. "VILLE DE LA CIOTAT."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Harve, ex s.s. *Guadalupe* and *Bordeaux*, ex s.s. *Ville de la Ciotat*, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 18th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 25th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 25th inst., at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th November will be subject to rent.

P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 18th November, 1901. [2]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

DUNROPE, British ship, A. Low—Carlowitz & Co.
OSBERGA, British ship, Denemore—ORDER W. H. CONNOR, American ship, Colcord—Standard Oil Co.

HONGKONG STEAMERS.

Amara, British ship, 1,590, Matlock, Nov. 14, Jardine, Matheson & Co.
Apenrade, German ship, 611, Lorenzen, Nov. 20, Jensen & Co.
Athenian, British ship, 2,424, Movatt, Nov. 14, A. R. Martz.

Austrian ship, 4,879, Fuller, Nov. 20, Sander, WIELER & CO.
Benedict, British ship, 1,483, Clark, Nov. 22, Gibb, Livingston & Co.
Brommer, British ship, 2,216, Watt, Nov. 16, Dodwell & Co., Limited.

Chiyuen, Amr. ship, 1,211, Sleeman, Nov. 15, Chinese.
Chowat, German ship, 1,115, Muller, Nov. 20, Melchers & Co.
Daijin Maru, Japanese ship, 900, Eatto, Nov. 20, M. B. Kaisha.

Deravong, Ger. ship, 1,057, Tector, Nov. 20, Butterfield & Swire.

Dr. Hans Jurg Kiser, Nov. 18, 1891, Lansen.

Nov. 18, A. R. Martz

Duke of Eife, British ship, 3,347, Cox, Nov. 18, Dodwell & Co., Limited.

Elcano, American ship, 510, Altonase, Sept. 3, Resnais & Co.

Emma, German ship, 1,881, Samuelson, Nov. 19, Jensen & Co.

Emeralda, British ship, 966, McGinty, Nov. 17, Shawan, Tones & Co.

Hanoi, French steamer, 742, Marless, Nov. 22, A. R. Martz.

Hineang, British ship, 1,538, Lake, Nov. 18, Jardine, Matheson & Co.

Independence, German ship, 871, Holtz, Oct. 21, Sander, WIELER & CO.

Ixion, British ship, 2,271, Robinson, Nov. 22, Butterfield & Swire.

Kaga Maru, Jap. ship, 3,800, Ekstrand, Nov. 18, Nippon Yusen Kaisha.

Kunssang, British ship, 2,076, Buller, Nov. 19, Jardine, Matheson & Co.

Lal-Tock, Spanish ship, 185, Fabbagras, Nov. 17, A. R. Martz.

Loongsang, British ship, 1,092, Weigall, Nov. 18, Jardine, Matheson & Co.

Mengkat, German ship, 859, Gotsche, Nov. 15, Butterfield & Swire.

Paracut, British ship, 2,854, Cook, Nov. 21, P. & O. S. N. Co.

Ping Suey, British ship, 4,149, Warrall, Nov. 22, Dodwell & Co., Limited.

Pisanulok, German ship, 1,267, Illing, Nov. 10, Butterfield & Swire.

Radnorshire, Brit. ship, 1,880, Bindloss, Nov. 20, Butterfield & Swire.

Richmond, British ship, 1,314, Mann, Nov. 14, Sleeman & Co.

Sandwich, German ship, 1,374, Brandeletter, Nov. 12, Melchers & Co.

Sialan, British ship, 957, Jones, Nov. 12, Bradley & Co.

Skarpne, Norw. ship, 1,130, Tollefsen, Nov. 17, Chinese.

Sullberg, German ship, 782, Jensen, Nov. 21, Sleeman & Co.

Sultan Van Langkat, Dutch ship, 1,574, Zwart, Nov. 13, Meyer & Co.

Sungkiang, British ship, 1,021, Moore, Nov. 19, Butterfield & Swire.

Tacoma, British ship, 2,811, Dixon, Oct. 21, Dodwell & Co., Limited.

Taiheung, German ship, 828, Ahrens, Nov. 17, Meyer & Co.

Tataros, German ship, 1,578, Dine, Nov. 18, Sleeman & Co.

Thales, British steamer, 838, Robson, Nov. 20, Douglas Lapaik & Co.

Tryn, Norwegian ship, 710, Dall, Nov. 18, A. R. Martz.

SAILING VESSELS.
Daphne, British ship, 1,898, Low, Nov. 3, Order.

Geo. T. Hays, British ship, 1,647, Spice, Oct. 20, Order.

Helena, Amr. ship, 1,864, Vanhon, Sept. 19, Arnold, Karberg & Co.

H. J. Albrecht, German ship, 701, Andersen, Oct. 10, Master.

Luanburg, Brit. bark, 1,215, McDougall, Aug. 14, Master.

Manuel Laguna, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.

Osberga, British ship, 960, Denemore, Nov. 4, Order.

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

W. H. Conner, Amr. ship, 1,526, Colcord, Sept. 25, Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p.; Comdr. G. F. M. Cradock, at Hongkong.

Atchou, battleship, 12,950 tons, Captain W. W. Hewatt, at Hongkong.

Albatross, despatch-boat, 1,650 tons, 6 guns, 1,100 h.p.; Comdr. E. D. Hunt, at Hankow.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p.; Captain J. S. Martin, Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong.

Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford, en route for Nanking.

Tamar, roving ship, 4,600 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong.

Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei.

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. W. O. Lyne, at Hongkong.

Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., in reserve, at Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,000 h.p., Lieut. and Comdr. Mackenzie, at Hongkong.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. W. R. Watson, at Ichang.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Hankow.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.
J. W. KEW,
Manager,
30, Des Voeux Road.
Hongkong, 18th December, 1900.

"MOUNTINGS OF THE GUNS and their Subsequent Use LADYSMITH RELIEF COLUMN."

Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N. C.B.,
and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).

The book is printed on art paper, and illustrated with coloured maps and sketches.
Prices \$1 and \$1.50.

C. F. WARREN,
BUILDING CONTRACTOR,
NO. 3A, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. Specially Designed TRAPS for Bathrooms and Verandahs in Stock.

Agent for MOSAIC TILES. Prices on Application. [2459]

BEKANNTMACHUNG.

DIE EINTRAGUNGEN in das Handelsregister, sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1901 durch die Zeitungen "DER OSTERREICHISCHE LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht.

Swatow, 17. December 1900
DER KAISERLICHE KONSUL
STREICH.

FROM PORTSMOUTH TO Peking VIA LADYSMITH WITH A NAVAL BRIGADE.

ILLUSTRATED WITH FOUR MAPS.

On Sale at
"DAILY PRESS" OFFICE, LOCAL BOOK-SELLERS, SOLDIERS' (LIEB. SOLDIERE) and SAILORS' HOMES, ROYAL and NAVAL CANTEENS.

Price \$1 per Copy Paper Covers; \$1.50 in Boards.
Hongkong, 18th March, 1901 [782]

PORTLAND CEMENT

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HONGKONG WISE & CO.
Hongkong, 10th September, 1901. [274]

NOW ON SALE.

IMPERIAL QUARTO
ENGLISH AND CHINESE
WITH THE FRENCH AND MANDARIN PRONUNCIATION.

For comprehensive and practical service this work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *exhaustive*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and French pronunciations are given, the accents being carefully marked on the best principles hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration: Chinese Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words and upwards of 600,000 Chinese characters.

Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and principles of the language which have not been given in any of the previous works.

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DODGE WOOD SPLIT PULLEYS.

ALL S

